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The Social Reorganization of the United States.

President ROOSEVELT in his latest political epistle declares that Mr. TAFT stands pledged to continue "the definite and constructive programme of social reorganization already entered upon by the present Administration."

If this is a correct statement of fact Mr. TAFT ought to be defeated.

"Social reorganization" has never yet been regarded by any intelligent American statesman or publicist as one of the functions of the Government of the United States.

For the Federal Administration to plan and endeavor to carry out any scheme to effect a change in the social conditions of the country would be to usurp a power which was not conferred upon the national Government by the States when they came into the Union under the Constitution. All the ordinary relations of life in society were left unaffected by the adoption of the Federal Constitution. The national Government, for example, acquired no right thereunder to interfere with marriage or divorce or education or the regulation of prices or the ordinary police jurisdiction for the punishment of crime in any of the several States. In other words, the States did not part with their sovereignty over those general rules of good conduct which control the relations of mankind to one another in society.

If, then, the social organization of the country was not committed to the Federal Government, how can the Administration at Washington properly enter upon what President ROOSEVELT calls its "social reorganization"?

Such a project indicates an utter misapprehension of the scope and power of the national Government.

We cannot believe that WILLIAM H. TAFT shares this misapprehension.

Will the Hapsburg Realm Become a Triple Monarchy?

An interesting subject of inquiry connected with the changes in south-eastern Europe is the effect that will be produced by the addition of the 2,000,000 Serbs and Croats in Bosnia and the Herzegovina on the balancing of races in the composite possessions of the Emperor FRANCIS JOSEPH. The question has been evaded or postponed for the moment by the announcement that Bosnia and the Herzegovina are to constitute provisionally a distinct dominion, linked by a dynastic tie alone to the Austrian or Cisleithan monarchy and the kingdom of Hungary. Already, however, an agitation has broken out in Croatia for incorporation with the two lately annexed provinces in a separate political entity, which would include not only the 3,000,000 Croats and Serbs now associated with Hungary but also the 1,000,000 Serbs and Croats comprehended in the Cisleithan division of the Hapsburg States. The new political entity would thus have a combined population of about 5,000,000 and would exercise a powerful attraction upon the independent kingdom of Serbia and the principality of Montenegro.

The core of such a political structure exists to-day in the curiously anomalous relation of Croatia to Hungary. Croatia has a right to regulate a very large class of subjects in a Diet of her own at Agram and is to that extent independent of the Parliament at Budapest. Moreover, the forty delegates which the Diet of Croatia has a right to send to the Hungarian Table of Deputies only take part there in debates and divisions affecting their particular province. It was this example of an "in and out" Parliament which was followed by Mr. GLADSTONE in his second Home Rule bill and may yet form the basis of a settlement of the Irish question. It is certain that the plan works well enough at Budapest. The point, however, we are making at this time is that the Croatian Diet, already a very important legislature as regards the scope of its powers, might be erected into a Parliament to which members might be chosen from Bosnia and the Herzegovina and also by those Serbs and Croats who are at present comprised within the Cisleithan kingdom. The Croatian Parliament, like the Hungarian Diet and the Austrian Reichsrath, would send a delegation to Vienna for the purpose of discussing the three matters of joint interest, war, finance and foreign affairs.

Attempts to Germanize the Croats or to Magyarize them have been for some time abandoned, and the Croats now possess a literature of their own, together with a university at Agram, which is a seat of learning and of science. The Croats and Serbs of Bosnia will be drawn irresistibly toward their brethren of more highly developed Croatia, and experience has taught the Hapsburg ruler that it is wiser to encourage

than to withstand such nationalizing tendencies. Croatia in particular deserves generous treatment at the hands of her sovereign, for she was faithful to him in 1848-49, when Hungary seceded and Vienna herself rose in insurrection.

As for the Magyars, they would doubtless witness without regret the detachment of Croatia from the kingdom of Hungary, for it would leave them numerically preponderant in their domain and would facilitate the Magyarizing process. Nor is there any reason to suppose that a triple monarchy would not be found in practice to work as smoothly as the dual form has worked for forty years, provided, of course, the respective contributions to the common expenditures should be fixed upon an equitable basis.

The Scapegoat.

A whimsical manifestation of the prevailing neurotic-idiotic politics is this fury, some of it genuine but most of it simulated, against the Hon. JOSEPH C. CANNON. All at once he is become a man of sin, a son of BELIAL, a vessel of wrath. Democratic candidates for Congress rattle and shake on the platform as they view with alarm this monstrous bogey man. Some shuffling and jelly backed Republican candidates for Congress have renounced that devil and sworn not to vote for him for Speaker should the next House be Republican. Some worthy clergymen who put their hobbies above the Constitution or have been reduced to an absurdity by the Socratic methods in interview of the venerable sinner of Danville regard him in all sincerity, but with what we must be forgiven for calling a ludicrous heat, as the sum of all villainies and so to be wiped out.

We are used to seeing Uncle JOE comminated by the modest and undictatorial GOMPERS, but now there is a regular chorus of boos and hisses and loweepophobes. He is howled at not merely in his own Congress district but in many others. A moral boycott is laid on him. Timorous Republicans are afraid to have him come into their neighborhoods. There has been nothing so tragic since the Spider frightened Miss MUFFET away. There has been no nobler parade of virtue since the time of Tartuffe. CANNON is almost the issue of the campaign, a huge, immoral, impudent and miscellaneous damnable issue.

We have no burning fondness for Uncle JOE. In his Accadian Assyrian evil Egyptian way he is uglier than any devil has a right to be. Sometimes he is a pigheaded old fogey. In matters of art and of the finer intelligence he is a barbarian. His language is not refined gold. His standpatism almost makes us regret Pig Iron KELLEY and ROSWELL D. HORN. In covenant and compromise with Mr. ROOSEVELT he has permitted things that should have been omitted, and attempted, as in the case of the proposed unnatural union between Arizona and New Mexico, what finally had to be dropped like a hot iron. Enlarge, if you please, all the faults and exorcismes of him; the fact remains that it is putrid humbug to hold him responsible for the arrangement by which the House of Representatives is ruled. We had supposed that everybody knew that, but the fierceness of the attack on CANNON shows that we were wrong. The cranks, the labor lords, the little obscure Representatives who would have set the Potomac on fire if CANNON had given them a chance, the eminently virtuous and self-satisfied citizen who thinks it the duty of Congress to pass bills, unconstitutional or not, which he wants or has petitioned for—probably enough without reading them; the nourisher of secret hopes of the Speakership when Uncle JOE has stepped out or has been kicked out, the greasy professional reformer and inspector of the morals of other folks—what a pack of enemies is hunting the old man! As for the Democrats, should they have a majority of the next or any succeeding House and fulfill the pledge they have made in their platform the House in which that fulfillment comes will be, it is safe to say, a little more grotesque, impotent and amusing than any contemporary show of "Jeffersonianism" of the new vintage.

At any rate to do any business at all the House has believed as the result of experience that it must do business with a "Clear," REED, CRIST or CANNON, and a Committee of Rules. Mr. CANNON didn't invent the system, nor should he be blamed for the workings of it. The chief fault a clear poising judgment would find with it would be that it still turns out altogether too much legislation.

Mr. CANNON is a forcible and has been an admired public character. He has been before the country long. There is no mystery about him. No new crimes or virtues have been discovered in him. He is what he has been, and he is now being pursued with a mostly hypocritical and entirely wrong headed virulence. Wicked as he is said to be, many of us prefer him to a House conducted according to the prescriptions of "high-brows" or even under the direction of "the People's Lobby."

More Trouble in Cleveland Traction. In what was perhaps the most important battle in a campaign that has lasted for seven years Mayor TOM JOHNSON went down in defeat. That, however, does not mean that he will "stay down." It is unlikely that he will accept the verdict which lies in a difference of 600 in a total vote of more than 75,000.

Last April the street railways of Cleveland were leased to a company called the Municipal Traction Company. This organization, capitalized at only \$100,000, assumed the control of the car lines under a twenty-five year franchise approved and granted by Mayor JOHNSON and the Cleveland City Council in the face of a considerable opposition. It appears that a large part of the public has been dissatisfied with the new management. Mayor JOHNSON, the moving spirit in the enterprise, seems to have been over sanguine. He pledged all manner of improvements for the lines, advantages for the public and benefits for the employees. He gave

publicly his personal pledge that cars fare within the city limits should never exceed three cents. Not long after the new company took charge the cash fare was raised to five cents. Complaints poured in regarding transfers, service and other matters.

It seems more than probable that if the people had accepted the new situation with a disposition to wait with patience until it had been fairly tried out the result would have been all that was expected. The new system, as a system, is sound enough, but there have been various influences at work to discredit it. Until a little more than a month ago JOHNSON fought the proposal that the matter be referred to a popular vote. Probably convinced that the franchise would be indorsed by the citizens, he then consented to a referendum and instructed the City Council to proceed in the matter. The vote, taken last Thursday, resulted in the defeat of the franchise. What will happen now it is quite impossible to say. Presumably the vote nullifies the franchise, does away with the holding company and restores the properties to the previous owners. Yet this seems almost impossible. The alternative appears to be an agreement upon another franchise the terms of which shall be acceptable to the railway interests and to the citizens.

At present the situation is endlessly tangled. Mayor JOHNSON will doubtless continue to be the disturbing element. If he and his theories and his hobbies could be suppressed for a time, we have no doubt that a citizens committee could within a short time draft a new franchise along lines that would safeguard the interests of the railway companies and meet all of the reasonable requirements of the public. As we see the matter at present the alternative of such a plan is protracted litigation, during the continuance of which the public would be subjected to all the inconveniences and miseries of a wretched street car service. The Mayor has had his way and the people have expressed their disapproval. It remains for the people to decide what they want and to try their plan.

For the Tenement House Dwellers.

The Tenement House Commission has asked the Board of Estimate and Apportionment for an appropriation of \$27,520 for 1909, an increase of \$18,583 over the amount allowed for 1908. Of this sum \$6,000 is wanted for salary increases made on June 30 of this year, \$13,150 for raising salaries of January 1, and \$5,370 for supplies. The remainder of the increase requested is desired for strengthening the force of inspectors in order that the Department may perform the duties laid on it by law.

It is proposed to use \$64,000 of the increased appropriation for the inspection of 330,953 dark rooms, in each of which the law says a window shall be out. Hitherto the Department has been unable to bring about this much to be desired improvement because the time and energy of its force have been taken up in more pressing duties. At present also the Department is unable to make the twelve annual sanitary inspections of tenement houses in which rents are \$25 or less a month for which the law provides, and if the Board of Estimate and Apportionment gives it the money it wants \$95,100 will be expended for this purpose.

This year the taxpayers are not likely to be in a mood to approve of large increases in the budget, but the requests of so useful a Department as that which protects the tenement population, and thus the inhabitants of the city, from the effects of indecent housing, are worthy of serious consideration. If they are rejected it should be only after full examination has shown that the work for which the Department was designed can be done properly without expending more money, for of the necessity of doing that work there cannot be two opinions.

Bryan's Two Definitions.

When Mr. BRYAN was running for President in 1896 Colonel HENRY WATTESSON said in the *Courier-Journal*:

"Mr. WILLIAM J. BRYAN has come to Kentucky, and Kentuckians have taken his measure. He is a boy orator. He is a dishonest dealer. He is a daring adventurer. He is a political faker. He is not of the material of which the people of the United States have ever made a President, nor is he even of the material of which any party has ever before made a candidate."

Last June Colonel WATTESSON made a journey to Lincoln for the purpose of looking Mr. BRYAN over. Mr. BRYAN had said at Denver in April, "the silver question is no longer an issue," so two months later the Kentucky traveler went out to the Fairview temple to satisfy himself. On the evening of June 10 he and Mr. BRYAN repaired to the Lincoln Hotel and there WATTESSON made a speech in the course of which he said: "The silver question was a myth, an incident, an iridescent dream." Mr. BRYAN was present and heard him, but he didn't bat an eyelash or flinch. He stood hitched. So the silver question which was not an issue in April, 1908, turned out in June never to have been an issue at all. It had been a myth, an incident, an iridescent dream, but never an issue. Colonel WATTESSON accepted Mr. BRYAN's silence as a renunciation in full and the next day in far off Kentucky the convention assembled and the delegates to Denver were instructed to vote as a unit for WILLIAM J. BRYAN and to keep on voting until he was nominated by the Democratic party.

So far as we know this is the only renunciation Mr. BRYAN has ever made—if indeed it can be so described. On the other hand he has exhibited such eloquence and passion in identifying himself with his former ideals and has reiterated his devotion to them with such vehemence—as lately as two years ago—that we are compelled to wonder what his state of mind must really be. A very enlightening pamphlet just issued by CHARLES O. WHEEDON of Lincoln, Neb., employs this language:

"If the gold standard is a conspiracy against the human race, why is it that Mr. BRYAN is not

contending against that standard now? His answer is that because of the increased production of gold the silver question is no longer an issue. But the issue which he raised was not that there was an insufficient amount of money. He claimed to be fighting for a principle. Is a principle to be abandoned because money is more or less plentiful? If Mr. BRYAN should now be elected, will he remain true to the platform of the silver party? If not, why not? The language he used was, 'I pledge you, that if elected, you shall never have occasion to accuse me of being false to that platform.' 'I would no more join the ranks of those who propose to fasten it (the gold standard) upon the American people than I would enlist in an army which was marauding of attack my home and destroy my family.'"

But can we not find the solution of this seeming puzzle in two definitions Mr. BRYAN himself has given from the rostrum?

"DEMAGOGUERY: A demagogue is a man who advocates a thing he does not believe in order to conciliate those who differ from him. A demagogue is a man who is willing to advocate anything, whether he believes it or not, which will be advantageous to him and gain him popularity."

"MAKESHIFT: 'What is a makeshift? Why, it is a temporary expedient. It is a thing used until some better thing can be secured.'"

Is it not evident in fact that Mr. BRYAN is the person he himself has pictured, subordinating for the moment the solemn consecrations he manipulated with such effect a few years ago and brandishing in this emergency an entirely new set of nostrums and prophylactics? Are not his "issues" just for the present the very "makeshifts" to which he has glily introduced us?

Some days ago our esteemed contemporary the *Richmond News Leader* closed the sale of the Bryan Democratic buston, wound up the accounts of the enterprise and forwarded to Colonel MOSES CHICKEN, NORTON WATTESSON, the sum total of the receipts up to date. The list of purchasers was as follows:

"W. H. WATTS, JR., DEMOCRAT, Manchester, N. H.; BENJAMIN BROCKENBROUGH, N. C.; COLONEL W. O. SEYMOUR, N. C.; CAPTAIN JOHN LANDRETH, N. C.; HONORABLE A. HARRISON, N. C.; MAJOR J. A. WELFORD, N. C.; COLONEL J. B. CHANDLER, N. C.; BRIG. GEN. S. L. TOTAL, 31."

Maybe this will furnish one of the cocktails for the hard worked force in Colonel WATTESSON'S headquarters. We doubt it, though.

Expert photography may not be infallible, but it ought to be a useful adjunct to the football reformer if we may judge from some of the pictures we have seen of the activities of players when the ball is put in play—pictures in which the evidence of slugging and foul holding is too clear to be disregarded.

The Tennessee Night Riders.

TO THE EDITOR OF THE SUN—Sir: It will be well for these Tennessee night riders to be very chary of their threats against one Malcolm Patterson, Governor of the State. This is no weakling they are trying to intimidate. He is a mild spoken and a cordial man, almost affectionate to those he likes or who come to him from friends. But he is a red headed man of Scotch-Irish descent, with a grim jaw and a malignant eye when he is roused. Most of the night riders are from the South, now reported as being with him at Samburg, is Duncan B. Cooper of that same town, the Governor is assured of wise and strenuous counsel. The night riders will not live long in Tennessee, unless he is only a matter of time. They may precipitate violence if they will, but I should not like to be in the pathway of the storm when they invoke it.

NEW YORK, October 26.

"The People" North and South.

TO THE EDITOR OF THE SUN—Sir: Mr. BRYAN, as the head of the Democratic party, says: "Shall the people rule?" Up North the Democrats are trying to get the colored vote. Down South they will not let the colored people vote. Is the colored man to be a citizen? He is a mild spoken and a cordial man, almost affectionate to those he likes or who come to him from friends. But he is a red headed man of Scotch-Irish descent, with a grim jaw and a malignant eye when he is roused. Most of the night riders are from the South, now reported as being with him at Samburg, is Duncan B. Cooper of that same town, the Governor is assured of wise and strenuous counsel. The night riders will not live long in Tennessee, unless he is only a matter of time. They may precipitate violence if they will, but I should not like to be in the pathway of the storm when they invoke it.

G. E. WILLIAMS.

NEW YORK, October 26.

Missing Ships.

TO THE EDITOR OF THE SUN—Sir: Several months ago a small steamer, the *Albatross*, which I trust you will kindly publish, for they seem almost a paraphrase of Mr. Bigelow's letter read at the Carnegie Hall meeting on Tuesday evening. I think the two utterances taken together and coming from the same man, are a very good illustration of the wonderful development of Mr. Bryan's genuine drift of political thought. Two years ago I published at considerable outlay from my own purse a pamphlet against Mr. Bryan entitled "The Last President." Tempore mutatur et nos mutamur cum eo.

INGERSOLL LOCKWOOD.

NEW YORK, October 26.

Ye makers of laws and rulers of men. Senators seated 'neath ceilings of gold, What man hath once builded let man build again. Give us, oh, give us, our ships as of old!

Bearing our riches to ends of the world, Ripping the waters of harbor and bay, Flying the banner by freedom unfurled, Oh, turn back our country to that joyful day!

Now the ships of the stranger, in calm and in storm, Unloading their cargoes at anchor lie. While the Star Spangled Banner is lost 'mid the swarms Of outstreaming pennants that darken the sky.

Oh, keep all the treasures ye've heaped in your vaults, Ye gatters of gold, till I shame the scale pans, O'erlooked by your avarice and pardoned your faults.

But makers of millions, oh, give back our ships! What, framers of law, doth your wisdom abate, Your vaunted power faster and end at the altar?

What have ye made us, then, men of the State, But virtual prisoners within our own land? Lo, your jollars have come with their galleons stored, Come with rich freightings of value untold, Come with rare stuffs of their weaving shroud, Reimburse and feed for the captives they hold.

Oh, prices of commerce and barons of trade, Lords of fair millions, drop veils from your lips To lay not a finger on wares foreign made Nor borne to our shores in American ships.

Let but the people recover their sway, And soon shall our merchandise swim o'er the sea, Till the sun with the light of a ne'er ending day Links their bright pennants in globe circling chain.

A Nebraska Poet.

TO THE EDITOR OF THE SUN—Sir: I think THE SUN is in error in taking Mr. Bryan's remark in regard to the silver question as seriously. In fact I believe that the people generally are laboring under a misconception as regards Mr. Bryan and are liable therefore to fall into error in attempting to construe his statements literally. Mr. Bryan is an office seeker by force of circumstance, but by nature he is a poet, a sort of poetical seer, whose mind is aglow with poetic fervor and whose vivid imagination peopled the world with the most fantastic creations. When a certain ancient English writer whose memory is yet held in some esteem is allowed to write of the "recesses of Schenck" and of the "fancy of the poet," why should a great modern romance like Mr. Bryan be held to strictly to account? October 26.

F. L. ROBERTSON.

In Essence of the Devil Wagon on Gracery.

Kelcher—No, he is a graceful creature! Kelcher—No, he is only a creature of the devil.

THE ELECTION, THE RAILROADS AND OUR PROSPERITY.

A Vital Truth Clearly Displayed.

TO THE EDITOR OF THE SUN—Sir: With the Presidential campaign drawing to a close, the attention of the public mind is being turned to the question of what the election of Bryan or Taft would mean for the revival of business.

While the partisan, of course, will insist that the election of the opponent candidate will mean a further depression of business, to my mind what is absolutely necessary for the return of prosperity is a discontinuance of the policy to hit at every concern that happens to be incorporated, and especially at the railroads.

The idea is too prevalent that railroads are the foes of industrial development and that they are unjustly exacting exorbitant charges from the commerce of the country. Everything is supposed to be grieved and comforted by the nature of the railroads and without any investigation of what it means and costs to run a railroad nearly every State and the Federal Government itself has been enacting laws regulating the rate they shall charge and how they shall conduct their business. The railroads are completely demoralized and railroad securities, once the most staple and desirable form of investment, are about on the par with the fly by night mining stocks that are being constantly fostered on a glib tongue.

If one stops to consider the progress of our country before the introduction of railroads, how slow it was and confined to the cities and towns along the natural waterways, the most radical cause of the railroad man's admission that the railroads alone is due the wonderful development of our country and that as new lines are built new territory is opened up. Industries started and land value increased. No one can deny this, and we have often read of the railroads being the cause of the line or branch line had been started—how the builders of the road were wined, dined and praised for their enterprises. They had given a new territory the thing needed for its development, and the people were grateful. But for the railroads, the road would have been a waste of time and money, and it would not be long before you would find it being denounced as an extortioner by the very persons who were loudest in their praise when the road was first completed. The general public sees the railroads, but they do not see the profitable business. They figure that the material going into the road cost so much, that it cost about so much to lay the rails, and that the equipment cost so much; they see a statement of earnings and they begin to figure out the results that are making. This once settled in their minds, an agitation is started for lower freight rates, reduced passenger fares, more frequent train service, more station stops and every other conceivable thing that only those unversed in railroad operation would dream of asking a railroad to do.

If a railroad was really built when the rails were down and the first train run there might be some basis for their demands, but the railroads are not built in that way. The road is built and it is five and sometimes ten years after the roadbed has been turned over by the contractor that it can really be called a railroad in the true sense of the word, and during that time the general public sees the road, rather than the business, and they begin to figure out the results that are making. This once settled in their minds, an agitation is started for lower freight rates, reduced passenger fares, more frequent train service, more station stops and every other conceivable thing that only those unversed in railroad operation would dream of asking a railroad to do.

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As a matter of fact the average capitalization of American railroads is only \$60,000 a mile, while those of Great Britain are capitalized at an average of over \$300,000 a mile, and their freight rates are nearly five times as high as ours.

If the railroads were making so much money, why do they need the New York Central, Pennsylvania, Erie and other trunk lines flooding the market with short time notes? If this money was for extending their lines long term bonds could be issued to raise the funds, but as it is needed to carry on their general business and to meet the necessary repairs and improvements, many of which are required by city and State ordinances, it is the only way they can get it, as few mortgagees provide for the issuing of bonds for this kind of work, and until there is a cessation of agitation and a revival of business it is safe to assert that these loans will have to be many times renewed before they are taken up.

With railroad facilities an absolute necessity for the development of any territory it is not strange that there should be such an outcry against them.

When one looks back at the great public domain west of the Mississippi River before any railroad had penetrated it, practically a desert and comparatively uninhabited, and then to the wonderful development of railroads began to build through it it would seem as if no one could deny the great debt our country owes to those pioneers in the field of transportation who had the courage to place their money in the railroads, and to the contractors who have built them to nowhere and had to wait for people and industries to settle along their lines before they could look for revenue.

The United States as well as many States and localities are in a financial straits, and it is not surprising that they are all looking for a way to raise money. The railroads are the only ones that have the power to do so, and they are the only ones that have the power to do so.

Canada to-day is doing what we did years ago. She is subsidizing her railroads and doing everything she can to encourage their construction, and we find railroad building flourishing there as it never did before, while in our own country contractors' outfits are rusting.

At the present time there are over 325,000 miles of railroad in the United States, and there is room for 325,000 miles more, but with the present rate of construction it will take a little new mileage will be built. It takes capital to build these roads, and capital wants to have a reasonable assurance that there will be some return for the money invested; but to-day with every State having a different rate of interest in railroads, it is impossible to conduct its business, with the Federal Government joining in the crusade and the cry of State and Federal ownership being raised every little while, the investor does not know where to turn for a return on his investment. He is not sure that the State and nation and not as a benefit to the securities of the road can be sold at a higher price, and consequently the bond issue will be smaller and the railroad will have a better chance to meet its fixed charges, maintain its property and make necessary improvements.

The cause of this whole railroad agitation resides in the fact that very few outside of those in the railroad business know anything about the business of railroading. They know that Harriman, Hill and a few others have been running the railroads, and they know that the railroads are making money, but they do not know that the railroads are making money.

made millions out of their enterprises and they feel that they have been and are being robbed, but they entirely overlook the fact that while these men and their associates may have made fortunes millions of dollars, they have also made millions of dollars for the people by the building of these railroads.

As one with thirty-five years experience in the construction of railroads, I can tell you that the railroads are the only ones that have the power to do so, and they are the only ones that have the power to do so.

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plunders; they are not despoilers of the wealth of our country. Every mile they build means increased wealth to the territory it traverses; and the poorer only country that they would not be continually throwing obstacles in the way of the financing of these new enterprises.

Instead of fighting the railroads the people should recognize what they owe them for the present development and prosperity of our country. The railroads are the only ones that have the power to do so, and they are the only ones that have the power to do so.

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